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JOHN R. BARTLETT'S SUCCESSFUL WORK | CLOSER RELATIONS, HOWEVER, FOR

INDUSTRIAL COMBINATION TO WHICH THE FREE TRADE POLICY IS NO BAR-

[BY CABLE TO THE TRIBUNE.]

London, July 7 .- The complete success of John R. Bartlett's campaign in the English oilseed trade is convincing proof that Free Trade is no censolidation. When he came to England five months ago the managers of the linseed and cottonseed crushing mills and refineries were competing sharply with one another and adopting no measures for self-preservation. He has drawn 60 per cent of this great trade into an amalgamated company. His plan of operations has been adopted by a majority of the trade, including all the strongest companies and firms. He has made contracts with seventeen corporations and firms, and purchased twenty-eight mills and twelve oil refineries, with plant, business and goodwill.

BASIS OF THE NEW CONSOLIDATION

the business for the common advantage of the majority of the trade. The share capital and debenture stock of the consolidated company is (2,250,000, but £500,000 is reserved evelopment of the business. The first issue, amounting to £1,750,000, will be offered to the public next week; £1,450,000 has already been underwritten, and the remainder will probably be covered in a few days.

The British Oil and Cake Mills, Limited, is an that the stock is not watered. There has been no overcapitalization, the goodwill of each business having been purchased on a hard cash MANAGERS OF THE CONCERN.

The strongest companies in London, Glasgow, Gloucester and other centres of the oilseed industry have sold out their business and property to the consolidated company, of which Hugh Colin Smith and the chief managers of the mills and refineries are the directors. The business will be managed for the benefit by the combined practical knowledge of the directors. Mr. Bartlett will

probably be vice-chairman of the new company.

Lord Wantage and Reginald Abel Smith are

trustees for the debentures stockholders. The new company is neither a trust nor monopoly, but simply one of many industrial ly as in America. English law sanctions such consolidations, and they receive the support of the greatest financiers, and there is no popular agitation against them. The promoters of the reorganization of the oilseed trade have been influenced by the increasing severity of competition in the purchase of supplies and the distribution of products, and have taken concerted action to secure what they consider a fair trading profit. The consolidated company will be powerful enough to control production, but the natural effect of economies in the purchase of

ment of plants will be the reduction of prices to the English oil trade, INDEPENDENT OF AMERICA.

seed, the disposal of products and the improve-

While allowing Mr. Bartlett to carry out his own plan without modification, the British trade is acting entirely for itself and independently of any American trade amalgamation. There is as yet no concerted action between the trades of the two countries, nor any attempt to regulate prices by an international solidated American oilseed trade will have erganized English trade to deal with hereafter instead of an unorganized trade made up of

John R. Bartlett is well known in financial circles a this city. He is president of the Drawbaugh Telephone and Telegraph Company and of the Nicaragus Company, and has offices at No. 2 Wall-

and Loros clubs.

Mr. Bartlett is a past master in the rather new profession of promoting consolidations. He reorganized the commercial business of the American Cotton Oil Company in 1891 and became its president. Three years afterward he left that concern to reorganize the Nicaragua Canal Company. He also became president of that, but soon resized to look after other new interests, notably the Pegamoid company.

He also became the process and the process of the sure of the company.

Regarding the effect which this British oilseed consolidation might have on the price of linseed and cotten oil in the American market, a Tribune feporter was told by a member of the widely known paint firm of the F. W. Devoe & C. T. Raynolds Company that no matter how powerful the English trust might become, it could have no the English trust might become, it could have no effect on this market at all. A member of the firm of Pratt & Lambert, No. 100 William-st., which has branch houses in the paint, oil and varnish trade both in England and America, also took this view of it, saying that the American tariff prevented the profitable importation of the English oil into this country, and it would only be suicidal for the English trust to raise the price of oil in its own country to a point where it would pay exporters here to send American linseed oil over there.

ACCUSED OF JOBBERY.

ASSEMBLYMAN GREENWOOD ATTACKS BAR-NET H. DAVIS REGARDING CANAL

Newark, N. Y., July 7 (Special). G. I. Greenwood, Assemblyman from Wayne County, comes out in this week's "Newark Union" with a two-column exposure of canal mismanagement in the county, and lays the whole trouble at the door of State Theodore Roosevelt ought to be made the Repub Vas received with cheers by the convention. I was convention. I was a delegate to the State Convention. I had the pleasure of voting for Colonel Roosevelt. Mr. Davis also voted for nim, whether With pleasure or not, in view of recent events, is with pleasure or not, in view of recent events, is with pleasure or not, in view of recent events, is with pleasure or not, in view of recent events, is with pleasure or not, in view of recent events, is with pleasure or not, in view of recent events, is with pleasure or not, in view of recent events, is with pleasure of my intention to support Colonel adnouncement of my intention of the history of the Canal management, even if it hits for purify the Canal management, even if it hits for purify the Canal management, even if it hits for his own selection. It was notorious for two or three years. The people of Palmyra complained loudly and bitterly about it. Was notorious for two or three years. The people of Palmyra complained loudly and bitterly about it. Was notorious for two or three years. The people of Palmyra complained loudly and bitterly about it. Was notorious for two or three years. The people of Palmyra complained loudly and bitterly about it. Was not for two or three years and involve his political fertures, bound up in chains and his own political fortunes, bound up in chains and his own political fortunes, bound up in chains and his own political fortunes, bound up in chains and involve his political fortunes. And the political fortunes would have permitted him to do so. Mr. Davis cannot forgive this man investigation, and the discharge of the 4p-pointes whom Mr. Davis had recommended and who had held the political fortunes when Mr. Davis had recommended and who had held the political fortunes and investigation, and the discharge of the 4p-pointes whom Mr. Davis had recommended and whom he has defended and now defend

BRITISH OILSEED TRUST. THE TWO ROADS NOT ONE BOYS TRY TO WRECK TRAIN E.S. STOKES'S YACHT SUNK. MRS. F. W. DICKINS KILLED. MR. MORGAN'S CHARGES.

PENNSYLVANIA AND CENTRAL.

New-Work

PLANS OUTLINED IN THE TRIBUNE SEVERAL DAYS AGO BEING CARRIED OUT.

The financial world and the railroad interests of the country are taking the keenest interest in the relations existing between the Pennsylvania and the New-York Central. When The Tribune announced that A. J. Cassatt, president of the Pernsylvania Railroad Company, had been at the Grand Central Station in consultation with of its Board of Directors on the day that the Boston and Albany lease was approved, the news was an "eve opener" to a great many people. The Tribune announced at that time that the Vanderbilt interests in Pennsylvania are now considerable, and that the relations be relations and the generally accepted belief that an understanding exists between the two lines do not, however, justify certain stories which have found publication. For example, a report printed vesterday morning said that William K. Vanderbilt had purchased large blocks of Pennsylvania stock until he had become now the largest stockholder in the company, and with his friends was able to control the road. This story found no confirmation in Wall Street and was not credited anywhere, but S. R. Callaway, president of the New-York Central, felt control. He also said that Mr. Cassatt's presence in the Grand Central Station on the day of the Boston and Albany transaction was mere-

The denial of Mr. Callaway that the New-York Central had secured the Pennsylvania is stands that the relations between the two roads to-day are so cordial as to lead to a belief in the financial district that a compact of some kind, or some strong sympathetic bond, must the front an official who believes in a more liberal policy than was followed by his two immediate predecessors in the office. It is said sympathy with the policy being followed by the Central of absorbing all properties within reach and to have a thorough understanding with the Central officials.

William K. Vanderbilt has not bought the controlling interest in the Pennsylvania, and he from an authoritative source. When Mr. Vanpurchased some Pennsylvania stock, it is learned; but the purchase was far from being a formidable amount. Mr. Vanderbilt is friendly to Mr. Cassatt, and any influence which he may have in the road now or may acquire will cordial feeling between the two roads is all the more secure on account of this.

The belief is prevalent, however, that the New-Haven will in time be swallowed up by the New-York Central, and that the programme mapped out for getting control of this road meets the and Vanderbilt interests in the New-Haven now are formidable, and while C. P. Clark, the presi dent of the road, and his associates in the pres et it is believed that Mr. Morgan and his as ciates can at any time they wish turn over the

New-York Central and Pennsylvania both advanced vesterday in the stock market on the reports of a closer alliance between the systems. New-York Central opened 1½ polints up at 1397%, fluctuated between that figure and 139 and closed at 139½, a net gain for the day of 1½ per cent. Pennsylvania opened at 138, 2½ points above Thursday's close, sold down to 1365% and closed at 137, a net advance of 1½

Philadelphia, July 7 (Special).-Through W. A nated from the fertile imagination of a stock jobber. The two companies, it was added, are as much rivals as ever before. Mr. Vanderbilt did not have anything to do with President Cassatt's election, nor did the latter attend a meeting of the New-York Central's Board of

never been any thought of consolidating the two systems. The statement is simply a rehash of a story published some time ago. The New-York Central is practically a family railroad owned by the Vanderbilts, while there are thirty thousand stockholders in the Pennsylvania Rall-road. The relations of the two companies are pleasant, but as the Pennsylvania Rallroad is competing with the New-York Central for West ern traffic the interests of the two roads are no

compatible, and consequently a consolidation or amaigamation would be out of the question." Regarding Mr. Cassati's presence at the Bos-ton and Albany lease meeting of the New-York ton and Albany lease meeting to the Nav. Cas-central directors, it was explained that Mr. Cas-satt had made a personal call on President Callaway of the New-York Central on that day, but he had not been present during the meeting of the Board of Directors. The idea that Mr. Vanderbilt was instrumental in secur-ing President Cassatt's appointment was denied, as was also the statement that Mr. Van-derbilt is the largest stockholder in the Penn-

REPORTED CENTRAL PURCHASE.

A report was circulated yesterday that the New-York Central and Hudson River Railroad had ac-quired from the Astor estates a tract of about sev-enty-five acres, lying on either side of the railroad tracks, between One-hundred-and-fiftieth and One-hundred-and-fifty-eighth sis, and including all of the Harlem River water from between the Madison Avenue Bridge and Cromwell Creek.

President Callaway of the New-York Central and President Callaway of the New-York Central and other officials who might speak with authority could not be seen yesterday. Ira A. Place, of the law and real estate department of the road, said that he had not heard of any such purchase. About twelve years ago the Central negotiated with the Astors for the property mentioned, but the matter never assumed definite form, and Mr. Place says that, so far as he knows, nothing has been done with the deal since.

THE CAMPANIA SIGHTED.

The Cunarder Campania, from Liverpool, was sighted east of Fire Island at 11:30 o'clock last night. She anchored at Quarantine at 3 o'clock

At 3.30 p m every day but Saturday and Sunday, and every Saturday at 1.50 p. m., the New-York Central's "Saratoga Limited" leaves New-York Empire State Express time; luxurious service; all Wagner cars.—Advt.

PRESS AT WEST CHESTER.

OBSTRUCTIONS WEDGED ON THE TRACK AND REMOVED JUST IN TIME BY SECTION HANDS-THREE YOUTHS

Had it not been for the prompt action of Sec tion Foreman John Falby, of the New-York, New-Haven and Hartford Railroad, many peowould probably have been killed by the cking of the Washington Express in the West Chester yards at 3:30 o'clock on Thursday on. An fron bar had been wedged across the tracks by a gang of five boys, and there was only a fraction of a minute between the removal of the bar and the dashing by of the

The Washington Express of the New and New-Haven Railroad is known throughout New-England as the "Congressional Express." It usually has about seven Pullman coaches, but Thursday there were nine coaches, owing to the press of travel. Large numbers of people returning to the South after spending the Fourth of July holidays in the North were on the train, and every berth and stateroom was

It is the custom of boys who go up in the country to pick cherries at this time of the year to walk along the tracks. There was a large number of boys out on Thursday. John Faiby a section foreman, and a gang of men w work in the West Chester yards repairing a track. About a quarter of a mile away a number of hoys were playing on the track. Falby had occasion to go at a distance from cewater from a pail that was placed in the shade of a tree. While drinking, his attention

the boys that attracted the attention of Falby to the place. He walked leisurely along, when was the Washington Express and that it was on the track on which he was walking, Falby hurried. Then it struck him that the boys he saw were fooling on this same track, and he hastened onward

When he reached the place he found that an forty-five pounds had been placed across the track in such a position that it would have about two feet. On either side of this end were it rested on. The rail that the iron bar rester on was near the joint. A small crowbar was driven down close to the larger bar, and a piece of iron rail endwise traced this but so that the obstruction was almost immovable, and appeared to be a part of the track itself.

Fally tried to move the iron rail holding the bar, and found it sticking fast. He could not budge it. In the mean while, the whistle and roar of the express were becoming louder.

Falby knew that if the train struck the obstruction a frightful disaster would follow. "spreader," but he could not budge it. Luckily several of his men who had noticed his absence

The fastly moving train was near at hand. The men picked up a rail and, using it as a battering ram, shoved aside the bar. Scarcely had the iron bar dropped between the tracks and the men jumped on either side of the track. and the men jumped on either side of the track, when the Washington Express dashed by. So near was Falby and the men who had helped him to remove the "spreader" that they came near being drawn under the wheels of the train and their eyes were filled with dust. The men were dazed by the narrow escape, and for a moment sat down hewildered. Two of the men who were on a northbound local track were so much bewildered that they were nearly run down by a freight train.

After the Washington Express had thundered by, and when the men had fairly recovered their composure, they examined the track and iron har. While the har had been hattered aside it was bent and hard to remove, owing to the force with which it had been driven into the ground. It required some little effort to remove the "spreader."

As soon as this was done Falby, accompanied by one of his men, went to the Westchester police station and reported the matter to Captain Dean. The captain assigned Detectives Dillon and Morton to the case, and they at once Dillon and Morton to the case, and they at once went to the Westchester yards and began walking up the track. They searched all through Pelham Park, until finally they saw a couple of boys coming out of Abbott's Woods, which skirts the track, and go on the track. The boys began to throw stones when the detectives approached. As the detectives were in civilian clothes the boys did not know they were policemen, and they became impudent.

they denied all knowledge of the affair. Then they admitted that they saw some boys tamper-

The boys said they were James Hannigan, fif-James McMann, of No. 596 Robbins-ave, and James McMann, of One-hundred-and-forty-ninth-st and the Southern Boulevard. The boys told the police that they had gone up the road to pick cherries. At One-hundred-and-twenty-ninth-st, they fell in with a lot of boys whose names they did not know, who were on a like expedition.

expedition.

The boys were taken to the Morrisania police court yesterday morning and arraigned before Magistrate Flammer. There they told the same story of the cherry picking and their ignorance of the names of the other boys.

"This is a most dastardly act," said the Magistrate. "It is the most outrageous thing I have ever heard of I will remand you to jail until next Sunday morning."

AFTER THE OTHER LADS.

The arraignment in court seemed to have had a weakening effect on the culprits. After they them again. This time they acknowledged they were part of the gang, but declared that they took no part in placing the obstruction on the track. They said that if they were not punished too severely they would divulge the names of their confederates. The detectives are now looking for the other boys.

The police last night arrested Joseph McIntyre,

sixteen years old, of No. 531 Robbins-ave. The boy confessed that he had been with the crowd, but denied taking part in the placing of the obstacles. He says he even called Hannigan to account for doing such a thing, but was silenced when Hannigan threatened to "punch his head."

The boy's father, James McIntyre, is a well to do contractor.

NARROW ESCAPE OF WASHINGTON EX- THE FIFTEEN PEOPLE ON BOARD

THE FRA DIAVOLO RUN DOWN AND

ALMOST CUT IN TWO BY THE WRECK-ING LIGHTER HUSTLER NEAR

RESCUED.

PIER NO. 6, NORTH RIVER.

omen, were placed in peril about 5:45 o'clock wrecking lighter Hustler and the steam yacht Fra Diavolo, which formerly belonged to Herr mann, the magician, but is now owned by Edward S. Stokes. The two vessels were coming up the North

River about abreast, the bow of the lighter beabout three hundred yards west of Pier No. 6 of the yacht. Whether the pilot of the lighter | Mrs. Dickins was using to clean some household miscalculated the force of the tide or whether the yacht had stacked up with a view to reachone of the nearby piers is not known, but instead of passing to port the lighter, bow on,

boat partly closing the great gash made in the mighty inrush of water. A line was thrown out from one of the lighter's derricks and fastened tunely, also threw out lines to hold the yacht could get on board the lighter. The transfer was expeditiously made, and, strange to say tively little excitement. In fact, so little timhad elapsed between the collision and the rescue that the passengers hardly had time to become

As soon as all had been taken on the lighter the lines attached to the yacht were removed. of her masts showing above the surface.

at Pier No. 6. North River, and there two or become hysterical. They were quickly escorted from the pier by their male companions, however, the party making its way up Rector-st.

a while. Those on board disclaimed all knowl-No. 18, East River, but shortly after her arrival there a message was brought to her cap tain and she steamed out into the river and

T. T. Quackenbush, local manager of the Mernt last night. He at last admitted that the yacht had been sunk in collision with the Hustler, which, in charge of Captain Earl, was on her way to Pier No. 18, Jersey City. He would

built in 1888 at Tottenville, Staten Island.

Howard McNutt, of No. 731 St. Nicholas-ave a brother-in-law of E. S. Stokes and his wife, city, were irreparably damaged. The money The Washington Express was were entertaining a party of friends on the loss is estimated at \$5,000. nearing, and the rattle and dust of its flight yacht. They had been down the Bay on a CAPT. DICKINS BROKEN DOWN BY SHOCK. could be seen by Falby. He tried to move the pleasure trip, and were seeking a place to land

she heard several signals exchanged between

Captain Earl of the Hustler said last night that he was in the cabin eating his supper, the wheel being in charge of Mate West, when he heard a great blowing of whistles. He got on deck as the collision occurred. Captain Earl says his boat was coming down stream, while the yacht was going up. This differs from the statements of Engineer White, of the Fra Di-avolo, and others, who said that both vessels were going the same way.

CANAL COUNSEL'S REPORTS.

MESSRS MACFARLANE, FOX AND SHOVE SAID TO HAVE COMPLETED

Austen G. Fox and Wallace Macfarlane, of New-York, and Benjamin J. Shove, of Syracuse, ex-District-Attorney of Onondaga County, the counsel appointed to analyze the evidence taken by the Canal Commission, which investigated the Superintendent of Public Works, and Campbell their reports. On Thursday last Messrs. Macfarlane and Shove had an interview with Attor-

they will not be made public, and there is at make any public engagements between now and his home. Sagamore Hills, and take a much needed rest until that date. Unless public

business should require it he will not leave

Oyster Bay.

Senator-elect Albert T. Beverldge, of Indiana, will soon pay Colonel Roosevelt a visit, but this is of no political significance, as the two have long been personal friends. Some time ago, shortly after his return from Manila, Captain Coghlan, of the Raleigh, visited Governor Roosevelt, and Senator Chandler, of New-Hampshire, recently took luncheon with him. Senator Beverldge's visit is of no greater political significance than were those of the others. When Mr. Beverldge takes his seat in the United States Senate he will be the youngest member of that body, and will be, it is believed, one of its ablest speakers. He is much the same stripe of man as Colonel Roosevelt. When he wishes to know about anything he investigates it himself, as is witnessed by his recent trip to Manila, and he will doubtless let in considerable light on the status of matters there during the coming session.

TRESSING TRAGEDY.

THE WIFE OF A WELL KNOWN NAVAL OF-

Washington, July 7.-Official and unofficial Washington alike were shocked to-day by th

tragic death from an explosion of gasolene at in Washington, and wife of Captain Francis W. Dickins, of the Navy, who received the first official news of the blowing up of the battle ship Maine in Hayana Harbor. The accident, which courred at about 11 o'clock, had many distressing features, and came as a fearful blow to Cap-

tragedy. Joseph Vaughn, the plumber, was se verely but not dangerously burned in an attempt to rescue Mrs. Dickins, whose death prob-

only a block from Dupont Circle A small room them with gasolene this morning. This had col es of the highly inflammable casolene filled neated the whole upper floor. The plun fumes, but almost on the instant that he cautioned his assistant there was a terrific explosion, wrecking the upper part of the house.

WOULD-RE RESCUERS BURNED

The screams of Mrs. Dickins recalled him, and forced to retreat. Vaughn, before leaving the pedient was successful in saving her life. They and extinguished the flames. The firemen found William Dixon of the Navy. that it was only by pieces of her been badly wrecked inside and out. Valuable furniture and curiosities collected in all parts of the world, making the house one

chief of the Bureau of Navigation when the explosion occurred. He was hastily summoned home, and did not know of his wife's death until he reached the house. The shock prestrated him, and to-night he is under a physician's care, his nervous system being broken down by his

known resident of New-York City, named Bates, and was married to Captain Dickins in 1878 at Newport, R. I. She was a sister of Charles F. to magazines, and was the author of some books, the best known of which is "Along the Shore With a Man-of-War." In society Mrs. Dickins on their trip through the United States and to of the Daughters of the American Revolution, and that society will take special action regard-

Ing her death.

In the recent war she was one of the most active members of a local committee which did good work in securing delicacies and caring for the sick and wounded soldiers who passed through Washington from Cuba for the military camps in the South.

SPANISH OFFICERS ACQUITTED.

COMMANDERS

· Madrid, July 7.-Admiral Cervera other commanders of the Spanish fleet destroyed | ment; in the battle of Santiago, whose conduct has been the subject of inquiry by special courtexhaustive and voluminous report, while that of martial, were to-day acquitted and formally

Max Weichselbaum, twenty-seven years old, the proprietor of a saloon at No. 443 East Houston-st., and his brother-in-law, Joseph Gasternfeld, twentyfour years old, who lives at the same address, reeived severe burns last evening from alcohol and were removed to Gouverneur Hospital, where their condition is said to be serious.

condition is said to be serious.

Welchselbaum was filling a number of small bottles with alcohol from a demijohn, and was being assisted by Gasternfeld. The men were working near a small cigar lighter which stood on the bar, when all at once, it seems, the alcohol blazed up in their faces and over their clothing. The men ran into the street screaming for help.

ran into the street screaming for help.

When they reached the street they lay down and began to roll, thinking that they could extinguish the flames. Engine Company No. It is only three doors from Welchselbaum's saloon, and several of the firemen saw the men run out of the place with their clothing on fire Lieutenant Doonan and Fireman William J. Lennon ran to Welchselbaum's assistance, while Fireman Henry Plauson ran over to Gasternfeld. The firemen at once began to remove all the clothing from the men. Policeman Douglass, of the Union Market sation, had in the mean time sent in an ambulance call to Gouverneur Hospital and Drs. Shields and Baker responded with ambulances, in which the burned men were taken to Gouverneur Hospital. At the hospital it is said that the men are badly burned, Welchselbaum receiving the more serious injuries.

"DON'T OVERLOOK YOUR COUNTRY SUPPLY" of Otto Huber's beer. Order 4 doz. (2 crates) at city prices, plus express charges. Write brewery, Meserole st., Brooklyn, or telephone 164 Williamsburg.—Advt.

PRICE THREE CENTS.

STORM AROUSED BY ALLEGED MISMAN-AGEMENT OF STATE ASYLUMS.

MATTER TO BE BROUGHT BEFORE THE GOVERNOR - COST OF INSTITUTION

TO THE STATE-A PLEA FOR "OUTSIDE" APPOINTMENTS.

IBY TELEGRAPH TO THE TRIBUNE. State Controller, was the centre of quite a 'storm centre" to-day, in view of his statement f yesterday, which was printed in The Tribune of to-day, in reply to the attacks made up Western House of Refuge for Wemen at Albior

because of his reduction of their estimates of

cost of maintaining that institution. Some State officials think, as the result of gation, in company with the State Board of Charities, of the management of the several institutions and the abuses of management dis concerned. In that case the Governor might appoint a special commission to learn all the facts possible regarding the faults of manage ment referred to by Controller Morgan. the Attorney-General received a dispatch from the Governor requesting him to name some day early next week when he could come

with me about the reports made by the canal investigators, Austen G. Fox, Wallace Macfarlane and Benjamin G. Shove, but I suspect there are also some other matters about which h

TO GO BEFORE THE GOVERNOR

Controller Morgan said to-day that undoubte edly the mismanagement of State institutions to whih he had referred would ultimately be brought to Governor Roosevelt's attention. He then added:

The statements I have made are based upon testimony taken by Mr. Gilman, my first deputy, that testimony will be disclosed. This investigation, which was authorized by the amendment to the State Finance law made at the session of the Legislature, which provides for been only just begun. It will be conducted in every institution over which the State Board of Charities and my Department have any control. When it is completed a report ratified by the State Board of Charities and myself will b submitted to the Governor.

I deplore very much the necessity of having had to make the charges I did in the letter, but they were forced from me. I have been attacked, and so has the State Board of Charities, for our enforcement of the law governing these institutions, and we have been compelled to justify our position. The charges are all borne out by facts, and when the proper time comes the names of participants and specific facts will be

ACTING UNDER THE LAW

Charities are now carrying out the following ommand of Chapter 383 of the Laws of 1899;

The State Controller and the President of the Approval, in writing, of the Governor, shall classify into grades the officers and employes of the various charitable and reformatory institutions required by law to report to the Controller, and shall fix the salaries and wages to be paid such officers and employes. Differences in the expense of living and rates of wages in the locali ties in which such institutions are situated may be considered. The Controller shall have the be considered. The Controller shall have it power of audit subject to such classification.

There are fourteen of these State institutions tioned here that years ago the employes of the State Lunacy Commission and of the State Prison Department were thus classified, and had their salaries graded, but it was not till Board of Charities were enabled to gain this control over the charitable asylums of the State. For years the managers of these institions have resisted such supervision of their salary lists by the State authorities, and this year it was only at a moment when they seemed Primarily, therefore, the resignation of various boards of managers of State charitable asylum is due to their feeling that they do not desire strict supervision of the financial affairs of the

CURTAILING POLITICAL DEALS.

lost, and pay rolls will be cut if the State authe World's Fair at Chicago. She was a member | thorities grade the asylum employes and fix their salaries. Deputy Controller Gilman and Secretary Hebbard, of the State Board of Charities, Controller Morgan states, have had the task thus far of classifying into grades and fixing the salaries of the officers and employes of the various charitable and reformatory institutions required by law to report to the Controller. Up to the present day the institutions which have been examined are the Asylum for the Blind, at Batavia, the House of Refuge on Randall's Island, the House of Refuge for Women at Hudson, and the Thomas Asylum for Orphan Indian Children at Iroquois. Mr. Morgan also made the following state

"I am preparing a copy of the evidence taken regarding the management of the Albion institution, and other institutions of like character, on which I based my statement printed to-day for submission to Governor Roosevelt. Until the RAN INTO THE STREET ABLAZE. Governor receives this evidence I must decline

From this declaration of the Controller it i clear that Governor Roosevelt has already requested information from the Controller about the evidence on which he based his remarkable statement in to-day's papers. The Governor is interested personally, because the managers of the Albion institution have resigned, and he must soon act upon these vacant places. Moreover, certain managers of other institutions who have not resigned are plainly criticised. They may ask for the evidence and seek to defend

CONGRATULATIONS SENT. Controller Morgan received the following teleitable institution:

Congratulations on your action, as published in o-day's papers. Patience had ceased to be a

the friends of the managers of the Western House of Refuge for Women at Albion, whose management of the institution was especially criticised by Controller Morgan, are exerting themselves to persuade Governor Roosevelt not to accept their resignations, under a plea that it is wise to conciliate every one, and the managers can be placated, if Controller Morgan is

suitably rebuked.